

85 84
119. (New) The method of claim ~~118~~ further comprising rejecting invoiced transportation services which exceed the derived monetary value therefor.

86 74
120. (New) The method of claim ~~108~~ wherein said transportation service is an ambulance service and said routing criteria are derived from costs of ambulance service.

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121. (New) The method of claim ~~108~~ wherein said origin and destination are street addresses.

Remarks

The claims have been amended to overcome the Examiner's formal objections.

With regard to the Examiner's rejection of certain claims for double patenting, Applicant is submitting herewith a Terminal Disclaimer which obviates this ground of rejection.

On prior art grounds, the Examiner rejected independent claims 47 and 91, and various of their dependent claims, based upon the Wendt reference.

In reply, Applicant notes that the Wendt patent deals with a system for managing the movements of busses which are generally regularly scheduled, and run along predefined routes. Passengers interact with the system much like catching a bus. The passenger must go to the bus stop and then interact with one

of the terminals that are positioned along the stops of the predefined bus route. From the passenger's perspective, there is really no difference in convenience or effort, from a conventional bus system. In fact, there is an inconvenience as compared to the conventional system where the passenger's mere physical presence at the bus stop will cause the bus to stop there. Wendt provides no obvious benefit to the passenger for the extra step of interacting with the terminal to cause the bus to stop.

Claims 47 and 91 recite an entirely different, far more flexible system, in which transportation services can be provided between any origin and destination, not just those on a predefined route. Stated another way, routes routinely traveled by the vehicle under control of the system, do not have to pass the origin and the destination for a passenger to participate. Rather, the present invention is capable of managing a fully-custom taxi- or ambulance-like transportation service, a service which would clearly be preferred by riders.

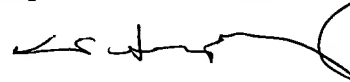
Since the invention provides a clear advantage that is not taught or suggested by Wendt, Applicant submits that the rejected claims 47 and 91 are allowable over Wendt.

As to new claims 94-121, these claims are directed to the concepts of applying routing criteria to establish a monetary value for a transportation service, which can be used to prevent

overcharging, as well as prevent overpayment and detect fraud. Applicant submits that the prior art shows no similar concept, and that claims 94-121 are therefore also allowable.

If any petition for extension of time is necessary to accompany this communication, please consider this paper a petition for such an extension of time, and apply the appropriate extension of time fee to Deposit Account 23-3000. If any other charges or credits are necessary to complete this communication, please apply them to Deposit Account 23-3000.

Respectfully submitted,



Thomas W. Humphrey
Reg. No. 34,353

Wood, Herron & Evans, L.L.P.
2700 Carew Tower
441 Vine Street
Cincinnati, OH 45202-2917

Voice: (513) 241-2324
Facsimile: (513) 421-7269